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THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

VOL. VI. NO. 3. CLEVELAND O. JANUARY 17, 1884. $2.00 PER ANNUM. SINGLE COPIES 5 CENTS

AROUND THE LAKES.

CLEVELAND.

Calvin & Son will build a new barge in the spring at Garden Island.

Grover & Son will supply the steamer H. J. Webb with new wire rigging.

Captains A. Meyers and J. Bailey, of Vermillion paid a visit to Cleveland on Monday.

A. Bruce, of Menekaunee, thinks of building a small tug for fishing purposes on Green Bay,

Lake Champlain is frozen over, and navigation closes earlier than at any time within the past twelve years.

C. L. Russell has sold the steambarge S. E. Sheldon and the schooner S. P. Cly to Messrs. Grover, Bradley and Stone for $50,000.

The steambarge J. M. Osborne will go into Globe drydock and receive new upper decks as soon as it is vacated by Sophia Minch and tug Starkweather.

It is said that the suit begun in the United States district court at Milwaukee by the Dennis Brothers against the owners of the tug Henry Marshall, will be settled, both parties making concessions.

The steambarge John N. Glidden is having extensive repairs done to her machinery and will have steam reverse gear added to her. Mr. O. N. Steele, engineer of the Onoko, is superintending the work.

The Northwestern Transportation Company's steambarge Forest City, Captain Bassett, is having her cargo of iron ore unloaded by the new automatic hoisting and conveying apparatus, which has recently been erected by the Brown Hoisting and Conveying Company for the H. Y. P. & O. R. This is the first time the apparatus has been used and it works admirably.

Captain C. T. Morley, late of the steam. barge N. K. Fairbanks, and Captain W. W. Morse, late of the steambarge Sparta, will in future carry on the business of commercial brokers and vessel agents at their office adjoining the Central Tug office, corner of East River and Main streets. They are getting the new office snugly fitted up and will be pleased to receive calls from their numerous friends.

The barge City of Cleveland will be converted into a steambarge and W. G. Le Pelley, ship-joiner, is supplying her with new cabins fore and aft. The fore cabin will be 48 feet long and 38 feet wide, with texas and pilot house, and will contain rooms for the captain, mate and wheelsman. The after cabin will be 40 feet long and will contain a dining room 17x11, engineer's room. four state rooms, mess room, kitchen, wash room and water closet.

W. H. Radcliffe, shipbuilder, has supplied the schooner Emma C. Hutchinson, Captain C. L. Hutchinson, with new decks, hatch combings and covers. He is supplying new floor and new deck to the schooner George H. Warmington, three masts to the schooner H. J. Webb, a new stern to the towbarge General Burnside. The steamer Good Hit, Captain Mills, is having her forward cabin remodeled and some state-rooms added. The schooner C. L. Hutchinson will be re-calked, above the water mark, her ceiling will be wedged and she will have one new keelson to strengthen her.

A case is now pending in the Court of Common Pleas at Cleveland before Judge Barber, in which the Cuyahoga Steam Furnace Company are the plaintiffs and Rufus K. Winslow defendant. The plaintiffs claim $8,350 due them for supplying and erecting the engine and boilers on the steambarge Wocoken in 1880, which the defendant refuses to pay and makes a counter claim of $15,000 for damages sustained in consequence of the engine and boilers having been badly constructed and placed upon said vessel. Kline & Ingersoll are for the plaintiffs and Ranny and Goulder for the defendants.

The new steambarge building at Thomas Quayle's Sons' yard for Captain Thomas Wilson is well advanced. Her ceiling is nearly finished and a large portion of the outside planking has been put on and her deck frames are all in. She is very strongly built, and in addition to very strong frames she is iron strapped diagonally and has two iron arches on each side, one of which is let into the frames on the outside and the other into the ceiling, and they will be strongly bolted together by bolts running through the frames and ceiling. She will have two freight gangways on each side, which will adapt hor for carrying iron ore, grain, or rolling freight. She is 260 feet in length over all, 245 feet keel, 38 feet beam and 21½ depth of hold, will have six hatches and will carry three masts. Her engine and boilers will be supplied by the Globe Iron Works.

W. H. Radcliffe, shipbuilder, has laid the keel and is getting up the frames of a very fine towbarge for Wallace Brothers, Gawn and others, of Lorain. The barge will be 226 feet over all, 210 feet length of keel, 36 feet width of beam and 18 feet depth of hold. She will have double decks of three-inch white pine, a centreboard box 30 feet in length, and will carry four masts. Her main kelson, sister kelsons and two riders will be 16x16 inches, floor kelsons from 14 inches to 10 inches and bilge kelsons 8 inches. Ceiling to lower deck 6 inches, ceiling to upper deck 5 inches. Her frames will be 17 inches at the bridge, 15 inches at the bilge, 7 inches at the top, extra floors and futtocks, and her outside planking will be four inches in thickness. She will have a round stern and will make a very handsome and servicable barge. She will be consort to the steambarge Robert Wallace.

CHICAGO.

Special to the Marine Record.

The ancient suit of Seth Wadhams against the city is now on trial before Judge Williamson of the Superior Court. Wadhams asks $20,000 damages to his property front-200 feet on West Polk street and 200 feet on the river on account of the building of the Polk street Viaduct. Mears & Bates occupy the premises, which are claimed to be worth $70,000, as a lumber yard, and Wadhams claims that its value has depreciated at least 25 per cent. The trial has been concluded and the jury returned a verdict for plaintiff for $5,000.

The stockholders of the Chicago Drydock Company held their annual meeting on the 10th instant, and re-elected the old board of directors. W. H. Wolf was chosen president, Thomas Davidson secretary, and Jas. Mowatt superintendent for the ensuing year. A dividend of ten per cent. on the capital stock was declared. More than 200 vessels were docked during the year ending December 31, 1883. With such an excellent staff of officers, and the worthy and indefatiguable James Bates as their working foreman, we hope that the year 1884 will prove very successful.

DETROIT.

Special to the Marine Record.

DETROIT, January 15.

On Sunday the weather moderated sufficiently to relieve the ice blockade on the Detroit river, and thus enable the railroad steamers to pursue the even tenor of their way. But on Monday the cold set in again, notwithstanding the thaw began with the commencement of the full moon, and, as heretofore predicted for ages past, it was presumable that it would thus continue until the next change. But this era has become changed and the old way of weather prophesying has effectually played out.

The Lake Superior Transit Company, during the season of 1883, was composed of ten first-class steamers, and the distance they traversed between Buffalo and Duluth was 1,150 miles. Six of these steamers performed thirteen round trips, the Arizona and Nyack twelve, the St. Louis eleven, and the Arctic twenty-three. The last named steamer went no farther west than Hancock, on Lake Superior, with Detroit as her eastern terminus, which accounts for the excess of trips above noted. The St. Louis is recorded as the lowest on account of an accident to her machinery and her retiring earlier at the close of the season. The above showing comes up to that of former seasons and the traffic, perhaps with few exceptions, equally so. The headquarters of this line are at Buffalo, with E. T. Evans, as general manager, while at Detroit J. F. Whiting has for many years been the very efficient superintendent, and to whom I am indebted for the foregoing statements.

The propeller Oconto is undergoing a thorough overhauling at this port and is also receiving a new boiler and compound engine, all of which is being carried out under the supervision of Captain G. W. McGregor, her commander.

It was stated in an evening paper here a day or two since, that Ward's line was going to build a new steamer to take the place of the Keweenaw, to cost $120,000 and to be propelled by the machinery of the last named boat and, of course, a sidewheeler. The name of the boat was to be the Oakland. Now all this was in the mind's eye of the reporter, and so far as its being carried out there is no certainty, at least for the present. In conversation with Captain Ward yesterday he stated that the whole thing depended on future arrangements which are yet to be consummated—probably the getting up of the requisite amount of stock.

Captain Cal. Chamberlain, of St. Clair, put in an appearance at this port yesterday, on business affairs.

The sale of the steambarge Mary Mills by B. Whitaker & Son, of this city, alluded to in my last letter, was to the Manistee Lumber Co., on Lake Michigan, and the price was $8,000. The quarter interest in the Sweetheart was purchased by C. E. Woodruff, of St. Clair, at the figure already given.

The steamer City of Cleveland is undergoing repairs at her dock at the foot of Wayne street. Those of her consort, the Northwest, are well nigh completed. With reference to these steamers I am indebted to Mr. James Crockett, first engineer of the Detroit since she came out, for the information that the latter steamer consumed during the navigation of 1883, 3,986 tons and 1,310 pounds of coal and the Northwest 3,395 tons and 567 pounds,

An association to be known in the future as the Parker Transportation Company was organized on the ninth instant in this city for the purpose of marine transportation, with a paid up capital of $60,000 divided into 2,400 shares at $25 per share. Aaron Parker ho'ds 767 shares, Byron W. Parker 767, Hugh W. Dyar 600, and Addison R. Munger 266, all of whom are residents of Detroit, and are owners of the steambarge Annie Smith and other floating stock. The Parker Bros. have been in business here for several years and are persevering young men.

The vessel spoken of in my last letter as having capsized near Bar Point, Lake Erie, in July 1768 was the Beaver, and not the Bean, as the types made it appear.

Captain John Miner, of this city, and well known among all lake men, is enjoying himself hugely at the skating rink and astonishing all others in that line of professional sport. Though along in years he has yet lightning in his heels and has not forgotten how to do it.

Since the annals of lake navigation no steamer ever attained to so great a notoriety as the Carolina. In 1837 an insurrection arose in Canada and that country was alive with troops from one end to the other. At this juncture the Carolina was in winter quarters at Buffalo. She was chartered by a party of Canadian refugees to transport supplies from Buffalo to Navy Island, a few miles above Niagara Falls, and at which point a few hundred of the patriots had established their headquarters. The Carolina took her departure from Buffalo on the 29th of December, and first touching at Schlossa, made a few trips to the Island and back and at night-fall moored at the Schlossa wharf. During the night she was stealthily seized by some armed Britishers from Canada, cut adrift, set on fire, and left to drift over the Falls. One man, Amos Durfee, from Buffalo, was killed during the melee. The affair created intense excitement at Buffalo, which lasted for months afterward. But beyond this the Caroline had a history. She was built at Charleston, S. C., in 1824, of Norway pine and copper fastened. She was 46 tons burden and low pressure. Her original name was Carolina, which was subsequently changed as before noted. She was first brought to Ogdensburg and used as a ferry steamer, thence to Buffalo, plying between that port and Chippewa.

During the navigation of 1830, now fifty-three years ago, there were only six steamers plying between Buffalo and Detroit, which at that early period was the western terminus of steamboat routes, except occasionally to Green Bay or the Sault. The following are the names of steamers and appointments: Superior, 300 tons, low pressure, Captain W. T. Pease; Niagara, 180 tons, low pressure, Capt. C. Blake; Wm. Penn, 275 tons, low pressure, Captain J. F. Wight; Wm. Peacock, 120 tons, high pressure, Captain J. Flaharty; Enterprise, 250 tons, high pressure, Captain George Miles; Henry Clay, 348 tons, low pressure, Captain Walter Norton, At Buffalo Townsend & Coit were in the forwarding business, also Sheldon Thompson, Smith & Macy, and others; at Erie, Miles & Sheldon; at Fairport, H. Phelps; at Cleveland, C. M. Giddings & Co., and others; Huron, C. Standart; Sandusky, J. W. Hollister; Detroit, O. Newberry, J. R. Dorr, W. S. Abbott and D. G. Jones

[*Continued on 5th page*].

MARINE LAW.

ABANDONMENT.

Paris Tribunal of Commerce.

The steamship India.—The plaintiff in this suit was the Marquis de Rays, who is at this moment being tried for fraud in connection with the unfortinate expedition to found a colony at Port Breton. The India, which he had purchased to take out colonists was insured with the Garonne, Cercle de Transports, Chambre des Assurances Maritimes, and Providence Companies, for a sum of 175,000f, on the 15th of September, 1880. The steamer was then at Singapore, but left on the 21st of September for Port Breton, where she arrived on the 14th of October. She remained there four months and seven days, and on the 21st February, 1881, left for Noumea, at which port she arrived in a demaged state on the 12th of March. She was there overhauled, and, on the demand of the captain, the local Tribunal, on March 26, gave judgment that the steamer was unseaworthy, and as it was impossib'e to repair her in the port, the Tribunal ordered her to be sold. The insurers refused to accept abandonment, and this suit was brought to enforce payment of the sum for which the steamer was in insured.

The Tribunal said, in giving judgment, that it was shown by the steamer's log that she did not encounter any bad weather on her voyage from Singapore to Port Breton and Noumea; but the engines and boilers were in a bad condiiton, notwithstanding the repairs effected at Suez, Aden, Point de Galle, and Singapore, and she was frequently obliged to navigate under sail alone, The surveyers who overhauled the steamer at Noumea reported that her calking was in a very bad state from the straining she had undergone, and the drought to which her sides had been exposed for so long. The steamer was in such a condition that she could not have been even towed from Noumea to Australia without having her sheathing removed, and being calked afresh inside and out. Her boilers and engines were worn out from long use, or damaged or broken. The steamer had therefore been condemned, not from sea risks or barratry of the captain, but from age and rotteness. The insurers were, consequently, not liable, and judgment mustbe given against the claim.

BILLS OF LADING.

The United States Circuit Court of St. Louis, Judge Treat presiding, has recently decided a case of much interest to business men. It appears that on November 28, 1878, defendant shipped to plaintiff at Glasgow, Scotland, 750 barrels of flour, to be sold on commission. The bill of lading called for the shipment by a sailing vessel. As it was not known to the shippers at the time of taking the bill of lading by what particular vessel the flour was to go, they waited until the Merchants' Despatch Transportation Company wired them from New York that the flour would go by the bark Cyprus, when they obtained insurance payable to their order, setting forth that the flour was insured on the bark Cyprus. The insurance certificate and bill of lading is endorsed in blank and attached to a draft drawn at 60 days' sight on plaintiff. On presentation of the bill plaintiff accepted the same on the faith of the documents attached. The bill was presented on the 18th of December 1878. The flour did not go forward on the Cyprus, but on the 16th of January, 1879, plaintiff was notified of the arrival of part of the flour in the steamer Georgia. He thereupon paid the draft and obtained possession of the bill of lading and accepted 259 barrels, which was all the Georgia had on board. On the 31st of January there were rumors in Glasgow of the loss of the steamer Zanzibar, from New York, and plaintiff, on inquiry, found that the remainder of the flour was on board. He cabled that fact to defendant, requesting him to protect mutual interests. No change of insurance had been made from the Cyprus to the Zanzibar, and the flour was in fact, uninsured, and defendant, from the fact, that there were rumors of the loss of the Zanzibar, could not insure. The Zanzibar went down in mid-ocean. The proceeds of the floor sold did not reimburse plaintiff for the advance. The defendant set up that the loss happened through the negligence of plaintiff in not notifying of the arrival of a portion of the flour in the Georgia. The case was tried early in the September term, and a verdict was rendered in favor of the plaintiff for $1,645,70, subject to the opinion of the court. Judge Treat has rendered the following opinion, overruling defendants' motion.

Motion for judgement non obstante. As intimated at the trial, there is nothing in the facts shown to take the case out of the general rule. The authorities cited in defendant's brief establish no doctrine whereby defendant can be relieved of his liability to plaintiff. The common carrier is liable to the defendant, and whether the plaintiff could, under some contingencies, have maintained an action against the carrier does not change the aspects of this case. Primarily, the defendant was bound to respond to the plaintiff, and the plaintiff had the right to rely on the accuracy of the papers forwarded by the defendant, on the faith of which the draft was accepted and paid. What was done by plaintiff on receipt of some portion of the shipment on the Georgia, and in cabling news concerning the Zanzibar, did not change the obligations or contract, but was merely for defendant's benefit, of which he can not be heard to complain. The general rule is based on sound principles, and should be enforced. Resort to commercial paper in foreign or domestic commerce carries therewith the law merchants exact. A bill of exchange with bill of lading and an insurance certificate annexed does not compel the acceptor of the bill to rely for reimbursement on false bills of lading and certificates, without recourse on the drawer. True, the acceptor, having received the bill of lading, and acting as consignee, must do what the rules of agency require as to the receipt and sale of the shipments actually made as designated. In this case the bill of lading did not cover the shipment; and as to the certificate of insurance, the plaintiff had nothing to do,—that is, he was not bound to insure,—for the flour went forward on defendant's account to whom, in the event of loss, the insurance money would have gone or been applied on his dratt. The motion is overruled, and judgement will be entered according to the verdict.

GENERAL NEWS.

Drift ice in the Tennessee river has stopped navigation.

The Hudson river is closed for navigation above Poughkeepsie.

Thunder Bay is frozen across to the Welcome Island, a distance of five miles.

Mr. Wemple thinks of introducing a bill in the House for an appropriation for the permanent improvement of the Erie Canal.

Twenty-six thousand pounds was offered for the Inman steamer City of New York at Liverpool Thursday. No bid was made for the City of Paris.

The remains of Captain Webb, killed while attempting to swim the Niagara whirlpool, were finally interred at Suspension Bridge, N. Y. Thursday, with Masonic honors.

At a meeting of the Senate Committee on Commerce Mr. Gibson's joint resolution, appropriating $1,000,000 to be immediately available to continue the improvement of the Mississippi river, was agreed to.

The House Committee on Rivers and Harbors referred the subject of the immediate appropriation of $1,000,000 for the improvement of the Mississippi of a sub-committee consisting of Blanchard, Gibson, and Henderson, of Illinois.

The covention of the National Marine Engineer's Assocation at Pittsburg adjourned after installing officers. The next meeting will be held in Cincinnati the second Tuesday in January, 1885.

The Montreal Corn Exchange desires abolition of canal tolls, recommends free interchange of American and Canadian products, and believes that imposts of shipping by the St. Lawrence route should be abolished.

The outlook for 1884 in the iron trade in England is not encouraging. Leading iron manufacturers anticipate that there will be a marked decrease in ship building, in consequence of the expected collapse of speculative builders. It is probable, therefore that there will be less demand for pig iron for home consumption, but the iron masters hope for an increased export trade, which will effect an improvement in prices.

Senator Hawlan, of Prince Edward's Island will again bring to the notice of the Canadian Government claims of fish merchants of that province for losses through the operation of the Washington treaty, and will urge that these losses be recovered by the government, because the Dominion reeovered $4,500,000 from the United States Government for the privileges granted American fishermen by the treaty.

The steamer St. Paul, which docked at San Francisco recently, on her return from the hunting grounds of the Alaska Fur Company, discharged 68,000 sealskins valued at $1,800,000, the duty on which due the Government in $340,000. The skins were being salted and packed in barrels containing about sixty each. The barrels are made tight, and when ready shipped to London, where the skins are properly cured, then shipped to the United States.

The House Committee on Commerce decided to hear arguments on January 24, 25, and 26 of any persons desiring to be heard against the pending bills for the regulation of intersate commerce, and arguments in favor of the bills on January 28, 29, and 30, after which there will be no public hearing without the unanimous consent of the committee. Messrs. Davis, Cardy and Long were appointed members of the sub-committee to consider the foreign restrictions on the importation of American pork.

The fashion of wealthy yacht owners spending the winter aboard their yachts in southern waters increases every year, and at present there are no less than forty-three yachts, which fly the pennants of British clubs, cruising in the Mediterranean. Among them are nineteen steamers. The Marquis of Ailson has his elegant steam yacht, Titania, off Leghorn; the Marquis of Bute is cruising in his schooner Lady Bird, and a considerable proportion of the Upper House of Parliament is afloat, and among the peers who are thus enjoying themselves are the Earl Carthness and Lords Wolverton, Ashburton and Paget.

The discussion of the two proposed shipping reforms of Mr. Chamberlain. President of the Board of Trade, London continues, and new assailants of the projected laws arise every day. Among the new arguments advanced is one to the effect that the proposed law to limit marine insurance to two-thirds the value of the freight and vessels would result in throwing the carrying trade into the hands of the great companies which can afford to be their own underwriters. It is also urged that the number of persons who insure their vessels and cargoes with criminal intent is proportionally small, and that the underwriters may be relied upon to discourage a system under which they must inevitably lose.

A LYNCH COURT ON LAKE ERIE.

Special Correspondence Marine Record.

DETROIT, January 14.

During the navigation of 1847 a gentlemanly looking blackleg took passage at Buffalo on board the steamer Superior, Captain Dave Wilkison, which was on her last trip up for the season. He took a deck passage, so as to give him a chance to berth with whom he pleased in the steerage. He soon selected as his victim an unsuspecting old man, who had been imprudent enough to show considerable of a purse of money in making change for his fare. The fellow managed to get into the same berth with the old man, but appeared very restless until sometime about midnight, when he disappeared. The old man missed a suspender button, pocket, and his purse with $90 in it, when he awoke in the morning. He made complaint to the captain and pointed out the fellow lodger, whereupon a search was instituted but nothing found. All were satisfied of the fellow's guilt and a lynch court was immediateiy organized to make the robber divulge. Captain Wilkison presided as judge, claiming maritime jurisdiction in all such cases. The fellow was arraigned, the prosecuting witness sworn, the jury looked daggers at the villain and he "caved." He said the money would be found in one of the water closets, which was so, and the same was restored to the old man. The judgment of the court was that the culprit should have "rope's end" three times and repeat. Two stalwart men took him by each hand and extended his arms while Jack executed the sentence. This took place about fifteen miles off Cleveland on a Sunday morning. The fellow was put ashore at that port, and the way he mizzled was a caution to the craft.

OLD TIME POETRY.

The following lines complimentary to an old veteran whom many will still remember appeared forty years ago:

Ho! all ye travelers to the West!
If you are bound across the lake,
And wish to take the best that's best,
Go on the Illinois with Blake.

A veteran both by land and sea,
He long has braved the stormy main,
And amongst the foremost, too, was he,
In the great fight at Lundy's Lane.

And now, the din of battle past,
And smiling peace restored again,
See proudly floating from his mast,
Our nation's banner o'er the main.

Steve Newhall, too, is at his post,
A man of science as to steam,
Of engineers he is the boast,
And none of danger need to dream.

The steward Wyncoop is on board.
'Mong t picures he has the name
Of keeping his rich larder stored
With luxuries, fish, flesh and game.

In short, the boat we recommend
For safety, comfort, and for speed.
And warmly we advise each friend,
For his own sake, this notice heed.

Success attend you, bonny boat,
The pride and glory of the lake.
And may ye both forever float,
The Illinois and Veteran Blake.

J. W. H.

THE BENJAMIN F. PACKARD.

Special Correspondence of the Marine Record.

NEW YORK, January 15.

One of the finest sailing ships that has ever borne the stars and stripes is now loading a cargo of general merchandise at this city, bound around the "Horn" for the Golden Gate of San Francisco. This superb clipper is the new three-masted wooden ship, Benjamin F. Packard, named so in honor of the esteemed gentleman, who is a member of the firm that built her, Messrs. Goss, Sawyer, Packard & Co., of Bath, Me., the home of wooden shipbuilding in the United States. This splendid specimen of naval architecture in wood, has a model like a yacht. Her lofty spars give symmetry to her long black hull. She was launched November 15th, and the following figures will convey an idea of her goodly size. She is 260 feet long, 14 feet beam, and 27 feet depth of hold. Her carrying capacity is 3,300 tons, registered tonnage, 2,200 tons, dead weight of cargo, which will load her down so that she will draw about twenty-four feet of water aft. A very conspicuous peculiarity about this Yankee ship is that her lower masts are made of mild steel constructed by the Goss Marine Iron Works, of Bath, Me. She is the second American ship fitted with steel masts. The weight of cargo she is able to carry is only exceeded by one or two ships afloat, the large four-masted ship Ocean King, of Boston, being one of the exceptions, the Donald McKay, built in the same city about a quarter of a century ago, being another. Her metal masts are lighter than if they had been built of pitch pine. She will spread a big show of snowy white canvas, and it is likely that her sharp build will enable her to make the passage to California in a little over 100 days. The large anchor on her port bow is a patent one and the one on the starboard side is an ordinary common one. The beautiful machine worked by a capstan on the forecastle, for lifting her anchors, is one of the largest size for a sailing vessel, and is made by the famous American Ship Windlass Co., of Providence, R. I., whose patent capstan windlasses are the admiration of the seamen of the world, Her steering gear is the best that could be provided and no yacht in the harbor has any better. Her cabin is magnificently finished in mahogany, rosewood, and French Court panels. At one end of the saloon is a beautiful marble-topped, rosewood sideboard with a slated rail, supporting a massive silver water pitcher, conveying a look of luxury not surpassed on a steamer. The companionway stair is furnished with an ebony hand rail resting in silver supports. Captain Waterhouse, formerly of the steamer John Smith, is the proud commander of this white-winged carrier of the sea. He is also one of the principal owners of his floating charge and thinks the Packard compares very favorably with the finest and largest ships afloat, either British or American. She is without a doubt, far superior to the average run of sailing vessels and a very valuable accession to our declining merchant marine. Her loading berth is at the foot of Wall street, in Van Vleck & Co.'s popular line, and she will be ready in the course of a few days to bow her respects to old Neptune and Boreas.

G. FOSTER HOWELL.

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5 U. S. " Bonds of $1,000	5,000	10 Beautiful Solitaire Diamond Rings	500
10 U. S. Greenbacks of $500 each.....	5,000	5 Elegant Silk Dress Patterns.....	200
20 U. S. " " $100 "	2,000	500 Beautiful Nickel Clocks, $2 each...	1,000
40 U. S. " " $50 "	2,000	500 Photograph Albums, $2 each.....	1,000
2 Elegant Square Grand Pianos, $500	1,000	500 Silver Pocket Fruit Knives.....	500
10 27-Stop Cabinet Organs, $100.....	1,000	500 Ladies' and Gents' Pocket Knives..	500
1 Pair Beautiful Matched Horses.....	1,000	250 Sets Silver-plated Tea Spoons.....	250
1 Brewster Road Wagon and Pole...	500	1000 U. S. Greenbacks, $1 each.....	1,000
1 Silver-plate Dinner Set, 7 pieces....	200	1000 Beautiful Oil Pictures.....	1,000
1 Elegant Suit Parlor Furniture.....	200	2000 SOLID GOLD AND PLATED RINGS, LOCKETS, CHAINS, PINS, SETS AND BRACELETS.	
5 Gents' Elegant Solid Gold Watches.	500		
10 Ladies' " " " "	500		

Also, **98,577** other useful and valuable presents, **ranging in value from 25 cents to $1.00 each,** making a total of **100,000 VALUABLE AND USEFUL PRESENTS,** so that each and every one who subscribes will receive **THE HOUSEHOLD MAGAZINE for one year and an elegant Present besides.** All of the above presents will be awarded, **in a fair and impartial manner,** by a committee chosen by the subscribers at our **MUSICAL FESTIVAL AND WORD CONTEST TO BE GIVEN MARCH 15, 1884, IN NEW YORK CITY.** Subscribers who do not attend can have their presents sent to any part of the United States or Canada. **Printed Lists of the Awards will be forwarded by mail to every Subscriber**

THE HOUSEHOLD MAGAZINE IS IN ITS SEVENTH YEAR. **The Magazine is one of the Favorite Family Story Papers of America.** It contains twenty large pages, with elegant tinted cover, bound, stitched and cut. It is replete with **beautiful illustrations and choice literature.** No expense is spared to make this publication **one of the finest in the world.** It is ably edited, and contains an **Illustrated Fashion Department, Fashion Letters and Notes.** It contains **Stories, Poems, Sketches, Statistics, Useful Information, Household Notes, the Kitchen, Garden, Toilet, Children's Department, Sabbath Reading, etc.,** in fact, everything that can be done to make this publication worth more than the subscription price. **REMEMBER, we make no charge for these Presents, the $1.00** is the regular subscription price of the **MAGAZINE,** and some one is sure to get a **Grand Present worth $15,000. OUR PROFIT** must come from your future patronage, and we believe you will like our publication so much that you will always take it. **SAMPLE COPIES FREE.**

GET UP A CLUB. If you will **get five friends to join you** and send us **$5.00,** we will send **six subscriptions and six numbered receipts.** Send **$10.00,** with the names of **ten friends** or acquaintances, and we will send **twelve subscriptions and twelve numbered receipts,** thus giving you **two receipts and subscriptions FREE!!**

ONLY ONE DOLLAR secures the **MAGAZINE One Year** and a **numbered receipt that is worth from 25 cents to $15,000. DO NOT MISS THIS OPPORTUNITY.** We refer to any New York publishers as to our responsibility. Money in sums of one or two dollars can be sent by ordinary letter; larger sums should be sent by Registered Letter or Post Office Money Order. Address all orders to

THE HOUSEHOLD MAGAZINE CO., 10 Barclay St., New York.

CUT THIS OUT and show it to your friends, neighbors and acquaintances, as it is the last chance you will have to take advantage of this offer.

TESTIMONIALS.

Gents:—THE HOUSEHOLD MAGAZINE arrives regularly and is a welcome visitor, I assure you. **I would not do without it.**
MRS. C. E. CALHOUN, Wichita, Kan.

Gents:—Enclosed please **find twenty subscriptions, the result of half a day's work.** I can send you lots more; **everyone likes the Magazine.**
D. W. GOODE, Lancaster, N. H.

HOUSEHOLD MAGAZINE CO.,
Gents:—Allow me to congratulate you upon getting out so **fine and pure a Magazine. It is worth double any other dollar publication I have seen.**
REV. L. C. DAVENPORT, Hudson, O.

I enclose **twenty-seven more subscriptions,** will send you more in a few days. THE MAGAZINE **takes better than any I ever canvassed for.** Send receipts and magazines with your usual promptness.
J. R. FORD, Independence, Iowa.

41 PARK ROW, New York, Dec. 28, 1883.
During the past four years the proprietors of the HOUSEHOLD MAGAZINE have paid us **over $50,000 for newspaper advertising.** They have always been prompt with us, and we consider them **perfectly reliable.**
JNO. F. PHILLIPS & Co.

I admire your magazine very much; my children like to read it. **It is pure in literature and refined in tone.**
J. H. MCQUAID, Coleville, Pa.

3 PARK ROW, New York, Jan. 2, 1884.
It is as safe to send money to the HOUSEHOLD MAGAZINE Co. as it is to bring it. I have no hesitancy in saying that **they will do exactly as they agree, and everything will be as represented.**
E. DUNCAN SNIFFEN, Advertising Agent.

LEWISTON, Me., Dec. 24, 1883.
I think the HOUSEHOLD MAGAZINE the **best dollar monthly in the country.**
J. B. CONSTANT.

Would consider it cheap at $1.50 without presents.
A. R. RAYMOND, East Saginaw, Mich.

FOR SALE,

STEAMBARGE MILWAUKEE.

Her length is 135 feet, beam 26 feet, and hold. 10 feet 10 inches. Boiler 17 feet long. 7 feet diameter; three flues, two 16 inch and one 17-inch. Engine 22x42. Carries 240,000 feet of lumber. Speed, 11 miles light, and 9 1-2 loaded. Insurance valuation, $15,300. Address MARINE RECORD Office, No. 2 South Water street, Cleveland, O.

DAVID BARNHISEL, Agent.

DOMESTIC & STEAM COAL
Cleveland, Ohio

DEAN & CO.,

BOAT BUILDERS.
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TO PRESERVE THE HEALTH

Use the Magneton Appliance Co's

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PRICE ONLY $5.

They are priceless to LADIES, GENTLEMEN AND CHILDREN WITH WEAK LUNGS; no case of PNEUMONIA OR CROUP is ever known where these garments are worn. They also prevent and cure HEART DIFFICULTIES, COLDS, RHEUMATISM, NEURALGIA, THROAT TROUBLES, DIPTHERIA, CATARRH, AND ALL KINDRED DISEASES. Will WEAR any service for THREE YEARS. Are worn over the under clothing.

CATARRH, It is needless to describe the symptoms of this nauseous disease that is sapping the life and strength of only too many of the fairest and best of both sexes Labor, study and research in America, Europe and Eastern lands, have resulted in the Magnetic Lung Protector, affording cure for Catarrh, a remedy which contains NO DRUGGING OF THE SYSTEM, and with the continuous stream of Magnetism permeating through the afflicted organs, MUST RESTORE THEM TO A HEALTHY ACTION. WE PLACE OUR PRICE for this Appliance at less than one-twentieth of the price asked by others for remedies upon which you take all the chances, and WE ESPECIALLY INVITE the patronage of the MANY PERSONS Who have tried DRUGGING THEIR STOMACHS WITHOUT EFFECT.

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Send stamp for the "New Departure in Medical Treatment WITHOUT MEDICINE," with thousands of testimonials

THE MAGNETON APPLIANCE CO.,
218 State Street, Chicago, Ill.

NOTE.—Send one dollar in postage stamps or currency, in letter at our risk, with size of shoe usually worn, and try a pair of our Magnetic Insoles, and be convinced of the power residing in our Magnetic Appliances. Positively *no cold feet where they are worn, or money refunded.*

CONSUMPTION.

I have a positive remedy for the above disease; by its use thousands of cases of the worst kind and of long standing have been cured. Indeed, so strong is my faith in its efficacy, that I will send **TWO BOTTLES FREE,** together with a **VALUABLE TREATISE** on this disease, to any sufferer. Give Express & P. O. address, DR. T. A. SLOCUM, 181 Pearl St., N. Y.

AGENTS wanted for The Lives of all the Presidents of the U. S. The largest, handsomest, best book ever sold for less than twice our price. The fastest selling book in America Immense profits to agents. All intelligent people want it. Any one can become a successful agent. Terms free. HALLETT BOOK CO., Portland, Maine.

A PRIZE. Send six cents for postage, and receive free, a costly box of goods which will help you to more money right away than anything else in this world. All, of either sex, succeed from first hour. The broad road to fortune opens before the workers, absolutely sure. At once address, TRUE & Co., Augusta, Maine.

FOR SALE,

AT THE

GLOBE IRON WORKS,

SECOND HAND TUBULAR BOILER, 44 inches diameter, 43 tubes 3 inches diameter and 12 feet long, steam drum 30 inches diameter, 40 inches high; front grates, fittings and breechings; good order.

SECOND HAND MARINE BOILER, in good order. Shell, 7-16 inch iron plate; diameter, 9 feet 6 inches; length, 18 feet; 129 tubes 4 inches in diameter, 11 feet 6 inches long, three flues 18 inches diameter; two flues 14 inches diameter, two flues 10 1-2 inches diameter; fire box, 6 feet long, 4 feet high; steam chimney, 7 feet high

SECOND HAND MARINE BOILER four feet wide, 6 1-2 feet long, 5 feet high, sixty-four 2 1-2 inch tubes 60 inches long, cast iron breeching, good as new.

SECOND HAND MARINE ENGINE; double direct-acting 8x8 inch cylinder, shaft and wheel for yacht or tug; good as new.

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Boat Builder,

PLEASURE BOATS AND SAILING AND STEAM YACHTS, YAWL BOATS, SPOON OARS, STEERING WHEELS, ETC.

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Street cars pass the door every few minutes to Depots and all parts of the City. Three minute's walk to L S & M S, D & M, and Wabash Depots.

Rates $1.50. to $2.00 per day.

Boat washing and general laundry in a few hours. CLEVELAND STEAM LAUNDRY, 33 St. Clair Street. Telephone 118.

TRAVELERS' REGISTER.

LAKE SHORE & MICHIGAN SOUTHERN.

Commencing Sunday, November 18, at 12 o'clock noon the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper and twenty-eight minutes slower than the time heretofore in use (Columbus time) by these roads.

Eastward.	Arrive.	Depart.
Fast New York Express.....	*1 07 A M	*1 22 A M
N Y, B & A Express.....	*6 37 A M	*7 02 A M
Elyria Accommodation.....	†8 07 A M	.....
Port Clinton Accommodation	†10 37 A M	.....
Buffalo Accommodation.....	†10 37 A M	†10 52 A M
N Y & B Fast Express.....	*1 57 P M	*2 27 P M
Cin. & St. Louis Express.....	.....	*3 37 P M
Conneaut Accommodation.....	.....	4 22 A M
Nottingham [sunday only]	9 44 P M	.....
Night Express.....	†9 42 P M	†10 07 P M

Westward.	Arrive.	Depart.
Fast Limited Express.....	*11 55 A M	*12 05 A M
Mich Express via Sandusky.....	*2 22 A M	*2 37 A M
Chicago Express via "	‡6 07 A M	6 32 A M
Mich Accom, Norwalk.....	.....	†6 12 A M
Conneaut Accommodation.....	†8 12 A M	.....
Nottingham, [Sunday only].....	4 17 P M	1 47 P M
Toledo Express via Norwalk.....	*12 52 P M	†3 02 P M
St Louis Ex via Sandusky.....	*1 02 P M	*1 25 P M
C P Ex via Norwalk.....	†6 02 P M	*6 32 P M
Port Clinton Accommodation.....	.....	† 4 32 P M

Reference marks—* Daily, † daily, except Sunday, ‡ daily, except Monday.

BEE LINE

Cleveland, Columbus, Cincinnati and Indianapolis Railway.

The Great Central Trunk Route to the Ohio and Mississippi Rivers.

This is the only line making **Direct Connection** with al the principal Trunk Lines of the East for all Southern, Southwestern and Western points, either by way of Cincinnati, Indianapolis or St. Louis and all Railway Towns

MISSOURI, ARKANSAS,
TEXAS, KANSAS,
NEBRASKA, COLORADO
NEW MEXICO, OLD MEXICO
AND THE
PACIFIC COAST.

Equipment New and Comprising all Modern Improvements.

Tickets by this popular route for sale at all regular Teket Offices.

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O. B. SKINNER, Traffic Manager.
A. J. SMITH, General Passenger Agent.
CLEVELAND, OHIO.

CLEVELAND, COLUMBUS, CINCINNATI & INDIANAPOLIS.

Commencing Sunday, November 18th, trains of the Bee Line—Cleveland, Columbus, Cincinnati & Indianapolis Railway—will leave and arrive at Cleveland as follows, CENTRAL STANDARD TIME, 33 minutes slower than Cleveland time:

	Depart
No. 1, Cincinnati & Columbus Express.....	*7:30 A M
No. 11, Indianapolis & Wheeling Express...	6:40 A M
No. 17, Special Columbus & Cincinnati Ex..	1:20 P M
No. 3, Special Ind & St. Louis Express....	*1:40 P M
No. 5, Col. Cin., Ind. & St. Louis Express...	*6:40 P M
No. 7, Gallion & C. L & W. Acc.....	4:30 P M
	Arrive.
No. 2, Col. & Cin. & Ind. Express.....	*6:40 A M
No. 8, Gallion & C. L & W. Acc.....	9:10 A M
No 12, St. Louis & Indianapolis Express.....	*2:50 P M
No. 6, Col. Cin. & Indianapolis Express.....	9:55 P M
No. 4, Columbus & Cincinnati Express.....	*3:20 P M
No. 10, Wheeling Express.....	6:45 P M
No. 14, Col. & N. Y. Express.....	10 A M

Trains marked * daily, other trains daily except Sunday

New York, Pennsylvania & Ohio R. R.

NEW YORK, BOSTON AND THE EAST.

The Shortest and Quickest Route to Pittsburg, Washington and Baltimore and the Southeast.

Central or Ninetieth Meridien time. 33 minutes slower than Cleveland city time

Until further notice trains will leave from the new Central Depot, South Water street and Viaduct as follows:

6.50 a. m. ATLANTIC EXPRESS—(Daily) Pullman sleeping and hotel coaches from Leavittsburgh 8:35 a. m. to New York, Albany and Boston without change. Arrive at Meadville at 10:40 a. m. (dinner) Franklin at 12:08 p. m, Oil City 12:30 p. m, Corry 12.?5 p. m, Jamestown (Lake Chautauqua) 1.35 p. m, Buffalo 5:50 p. m. Rochester 8:20 p. m.; Hornellsville 6:00 p m [supper]; Corning 7:25 p. m. Elmira 8:05 p m. Binghanton 10:05 p. m.; Albany 5:00 a. m. Boston 1:45 p. m.; arriving at New York 6:15 a.m.

2:20 p. m. LIMITED EXPRESS—Through Pullman sleeping coach from Cleveland to New York. Arrives at Meadville at 6:30 p. m, Jamestown 8:47 p. m., Salamanca 9:45 p. m., New York 10:10 a. m.

11:00 p. m. NIGHT EXPRESS—(Daily except Sunday) Seeping coach from Cleveland Hornellsville Arrive at Youngstown at 1:50 a. m., Meadville 3:25 a. m., Corry 4:59 a. m. Jamestown 5,57 a. m, Buffalo 9:20 a. m., Rochester 12:58 p, m., Hornellsville, 11:00 a m, Corning 12:07 p m, Elmira 12:40 p. m., Binghampton 2:19 p m., New York 9:10 p m. Arrive at Pittsburgh 5:50 a m., without change.

2:20 p. m. PITTSBURGH EXPRESS — Daily — Through without change, Parlor car attached. Arrives at Youngstown 5:00 p m., Pittsburg 8:02 p. m., Washington 7:09 a. m, Baltimore 8:19 a. m.

4:11 p. m. MAHONING ACCOMMODATION — Stopping at all way stations, arriving at Youngstown 6:55 p. m., Sharon 8:01 p. m., Sharpesville 8:10 p. m.

6:50 a. m. PITTSBURGH EXPRESS — Daily — Through without change Arrives at Youngstown 9.30 a. m., Sharon 10:30 a. m., Sharpsville 10:40 a. m., Pittsburgh 12 45 p m., Returning, leaves Pittsburgh at 4:15 a m., 7:45 a. m., 12:55 p. m., and 3:45 p m

10 35 a m. YOUNGSTOWN AND PITTSBURGH ACCOMMODATION—Stopping at all Way stations, arriving at Youngstown 1:40 p. m., Pittsburgh, 5.45 p. m.

Trains arrive at Cleveland, 6:15 a. m., 6:30 p. m., 10.20 a. m; 1:05 p. m., and 9:45 p. m,

This is the only route by which passengers can reach Corry Elmira, Binghampton, New York City and intermediate points without change. No change to Boston and New England Cities.

Baggage checked through to all points East.

Through tickets and information, regarding the route can be obtained at the office 131 Bank street, and at new Depot of N. Y., P & O. R R., South Water street and Viaduct, Cleveland, O.

A. E. CLARK, Gen'l Pass'r Ag't Cleveland, O.
J. M FERRIS, Gen'l Man'gr, Cleveland, O.
M. L, FOUTS, Passenger Agt, 131 Bank St. Cleveland.

The Nickel Plate!

NEW YORK, CHICAGO & ST. LOUIS RAILWAY.

The passenger equipment of this New Trunk Line is all new and is supplied with the latest appliances necessary to safe speedy and comfortable travel.

At Chicago, passenger trains arrive at and leave from the Union Depot, Van Buren street.

Following is the time in effect Nov. 18. 1883, and until further notice:

GOING EAST.

Lv. Chicago.....	7.47 a. m.	.....	.....
Arr. Valparaiso...	9.37 "	.....	.....
" Fort Wayne.	1.00 p. m.	.....	.....
" New Haven..	1.35 "	.....	.....
" West Leipsic.	3.45 "	.....	.....
" Arcadia.....	4.44 "	.....	.....
" Fostoria.....	4.57 "	.....	.....
" Green Springs	5.44 "	.....	.....
" Bellevue	6.12 "	.....	.....
Lv. Bellevue.....	6.22 "	7.52 a. m.	.....
Arr Cleveland.....	9.02 "	10.22 "	Accom.
Lv. Cleveland.....	.....	10.27 "	3.52 p. m
Arr Painesville.....	.....	11.33 "	5.05 "
" Ashtabula.....	.....	12 25 p. m.	6.03
" Conneaut.....	.....	1.07 "	6.32 "
" Erie.....	.....	2.09 "	.....
" Dunkirk.....	.....	3.47 "	.....
" Buffalo.....	.....	5.22 "	.....

GOING WEST.

Lv Buffalo.....	9.47 a. m.	.....	.....
Arr Dunkirk.....	11.24 "	.....	.....
" Erie.....	1.23 p. m.	.....	Leave
" Conneaut.....	2.17 "	.....	6.17a. m.
" Ashtabula.....	2.50 "	.....	6.46 "
" Painesville.....	3.44 "	.....	7 43 "
" Cleveland.....	4.52 "	.....	8.57 "
Lv Cleveland.....	4.57 "	6.47 a. m.	.....
Arr Bellevue.....	7.37 "	9.17 "	.....
Lv Bellevue.....	.....	9.22 "	.....
" Green Springs.	.....	9.44 "	.....
" Fostoria.....	.....	10.22 "	.....
" Arcadia.....	.....	10.34 "	.....
" West Leipsic..	.....	11.30 "	.....
" New Haven....	.....	1 35 p. m.	.....
" Fort Wayne...	.....	1.52 "	.....
" Valpraiso.....	.....	5.55 "	.....
" Chicago.....	.....	7.52 "	.....

Trains run by the Ninetieth Meridian Time, which is nine minutes slower than Chicago time, twenty-eight minutes slower than Columbus time, thirty-three minutes slower than Cleveland time, forty-four minutes slower than Buffalo time, and sixty minutes slower than the Seventp-fifth Meridien time.

For information, call on nearest agent of the Company, or address

B. F. HORNER,
Gen'l Passenger Agent,
LEWIS WILLIAMS,
General Manager. Cleveland, O.

Rocky River Accommodation departs at 6:20 a. m and 2:15 p m.

Euclid Accommodation departs at 7:30 a m and 10:12 p m. All trains daily except Sunday.

GOLD for the working class. Send ten cents for postage and we will mail you *free,* a royal, valuable box of sample goods that will put you in the way of making more money in a few days than you ever thought possible at any business. Capital not required. We will start you. You can work all the time or in spare time only. The work is universally adapted to both sexes, young and old. You can easily earn from 50 cents to $5 every evening. That all who want work may test the business, we make this unparalled offer; to all who are not well satisfied we will send $1 to pay for the trouble of writing us. Full particulars, directions, etc., sent free. Fortunes will be made by those who give their whole time to the work. Great success absolutely sure Don't delay Start now. Address STINSON & Co., Portland, Maine.

$66 a week at home. $5 00 outfit free. Pay absolutely sure. No risk. Capital not required. Reader, if you want business at which persons of either sex, young or old, can make great pay all the time they work, with absolute certainty, write for particulars to H. HALLETT & Co., Portland, Maine.

The Marine Record.

Entered according to the laws of the United States at the Post Office at Cleveland as second-class matter.

Published weekly at No. 2 South Water street, Cleveland, Ohio.

A. A. POMEROY, Editor and Proprietor.

TERMS OF SUBSCRIPTION:

One year, postage paid.....$2.00
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Invariably in advance.

The MARINE RECORL can be found for sale at the following places:

No. 2 South Water street, Cleveland.
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Articles, letters and queries on all subjects are solicited.

☞The Editor assumes no responsibility for the opinions of correspondents.

To insure notice, contributors must give name and address, and write on one side of the paper only.

BRANCH OFFICE, 242 SOUTH WATER STREET, CHICAGO.

ADVERTISING RATES.

Ten cents per line, nonpareil measurement, or $1.20 per inch, each insertion; four weeks $4.00; with a liberal discount on orders amounting to $40.00 or over.

The shipments of anthractic coal over the Philadelphia and Reading railroad for 1883 increased 59,749 tons over the previous year, and over the Delaware. Lackawanna, and Western the increase was 415,889 tons.

For years the most tremendous efforts have been put forth to have Congress adopt the policy pursued by European nations, and pay sums annually to American built American owned ships. Could Congress be persuaded to adopt this policy, American shipping would be revived, and American shipbuilders and manufacturers, and the army of employes and subsidiary interests, would be benefited rather than Bri ish builders.—*Philadelphia Press.*

CANADA's new marine law went into effect on the 1st of January. It is substantially the same as the old English law in many particulars. All vessels of over 100 tons are required to carry a certified master and of over 200 tons and engaged in the passenger traffic a certified mate is also deemed necessary. The law does not affect officers in command or acting as mates prior to January 1, 1884, in case they can pass the color test.

A BILL for an act to establish a department of commerce has been adopted by the National board of trade, which perscribes that the department shall be charged with the supervision and care of the commercial, manufacturing and mining interests of the United States. The department will also have supervision of all matters pertaining to rivers and harbors, to lighthouses, port charges, quarentine, engineers, pilotage, tonnage, the measurement, registry enrollment and launching of vessels and all matters included in the navigation laws of the country. This is a good step in the right direction and will make smooth many inconveniences that now exist in regard to matters that vessel men have long sought to be relieved of. It will also answer the purpose of a bureau for dissemination of information concerning trade and commerce in all sections, the object being circulate all information possible in this interest.

THE most imperative measures necessary to enable us to do our own ocean carrying trade are to encourage the building in our own shipyards of steel vessels needed for our navy of American materials from keel to topmast, and to pay reasonable compensation to American ships for carrying American mails. In this connection John Roach recently published an exhaustive treatise upon the American navy and his connection with it. The article is in the nature of a defense against the vigorous and continuous attacks which have been made upon Mr. Roach for several years past, based upon an assumption or an assertion that he has profited enormously—not to say corruptly—from the building and repair of American war vessels since the war. The Trenton Times, commenting upon the subject, says: "Granting the correctness of Mr. Roach's figures—and there is no reason to doubt them, especially as they stand as yet uncontradicted—it must be confessed that his showing is a strong one and his defense perfect. Contrary to the general belief, Mr. Roach's work for the Government has been comparatively trifling in amount, and in every instance has cost the Government less than other builders were getting for the same class of work. The most important portion of Mr. Roach's article, however, is not in the main the personal object of it, but in the incidental mention which he makes of facts in connection with the attention paid by our Government to the maintenance of our navy. Most people will be startled, probably, to know that since the close of the war, a period of nearly twenty years, the United States has spent in the construction of new war vessels only three million dolars, a less amount than has been spent for the same purpose by any nation in the world that pretends to keep a navy at all. England's expenditure for new ships during that time has been fifty-five times as great. Little South American Republics have spent two and three times as much, while the Argentine Republic the lowest of all, has spent four millions. About two millions and a half more was appropriated by the last Congress to build steel cruisers, but even with this addition the expenditure in replenishing the 'wooden walls'—steel walls nowadays—of the great American nation remain distressingly pitiful. Mr. Roach's figures only emphhasize a fact which is all too plain to those who will stop to read it. Against a foreign foe the United States is practically powerless, bound hand and foot. Even the poor source of confiscating and arming the merchant vessels of the nation, which served so well at the opening of the rebellion, would be impossible now. There are no American merchant vessels to confiscate, and if there were, a modern ironclad would blow them out of the water by the dozen at a time. The last Congress did something—a very little something—toward providing adequate defenses for our seaboard cities. If this Congress can see the expenditure of the last one and go it about a dozen times better we may be able to keep New York, Philadelphia and the other seacoast cities from being battered to pieces the first time some South American nation takes a notion to stick up its nose at us."

HENNEPIN CANAL.

The advocates of the Hennepin canal scheme may reasonably feel gratified over its present status. It has made fully as much progress as the most sanguine could hope. Last week the President sent a special message to Congress concerning the measure and it was laid before the House and referred to the committe on rivers and canals. This is certainly a great advance, as its many friends could scarcely have expected to get it before Congress the present session. What action the Committee will take is of course only mere conjecture. It is said it is inclined to think favorably of the project, and will probably report a bill to put through the work at an early day, though nothing as to details has been agreed upon as yet. The personnel of the scheme has a great deal to do with the prospects of the scheme. If the men composing it are northern in predilections and interests the chances are that they will take hold of the matter with zeal and some inclination to set it moving, their possible leaning toward railroads and their interests may have an effect the contrary to this. If, as the President's message pointedly intimates, the Hennepin canal is designed to operate as an infallible regulator of railroad rates, and the railroad men should also see it in that light, they may put a large finger in the pie, and either scatter its essence to the winds or gobble it whole without compunction. It strikes us that the draft of that message might, with profit to the Hennepin folks, have been a trifle more diplomatic. But the bill has gained one important advantage, if special telegrams from Washington can be credited. One prominent southern man, Mr. Hoblitzall, of Maryland, is said to be strongly in favor of it. He evidently thinks the canal will be of some benefit to the South, if not to Maryland, at least to the Mississippi Valley; and if this is so it bears out our oft repeated theory that the canal will be of more advantage to that river than it will to lake navigation. This Maryland man is also acting as chairman of the committee and this makes the outlook still more favorable to the Hennepin canal interests.

AMERICAN SHIPPING.

Congressman Dingley's bill was reported to the House on the 9th inst. The chances are that it will pass that branch, and also meet with approval in the Senate. It has no free ship or bounty features, the committee preparing it having agreed to incorporate no measure about which they disagreed, but to all unite on this bill, which seems to have general approval. It amends the law requiring officers of vessels to be citizens of the United States, to permit vacancies to be temporarily filled on a foreign voyage with an alien until the return home. It also abolishes the hospital tax of forty cents a month on seamen employed on vessels in foreign trade, and provides for hospital treatment for such seamen at the hands of the Government. It changes the mode of levying the tonnage tax from an annual tax to a tax on each entry, three cents per ton for short foreign voyages to Canada, the West Indies and Mexico, and six cents on voyages without limit. It abolishes the extra wages system but allows one month's extra wages when a vessel is sold abroad, or found unsuitably provided, or when a deserter is discharged on account of cruel treatment, or when the voyage is unnecessarily prolonged beyond agreement; or when hurt or injury is incurred in service. It increases compensation for transportation of disabled seamen and abolishes all consular fees for services to vessels or seamen. It also does away with advance wages or blood money, and authorizes the discharge of seamen at the termination of agreement, giving sailing vessels the same privileges as steamships in unloading cargoes. These changes are believed to embrace such features as will put American vessels plying in the foreign trade more nearly on a footing with foreign craft, by lightening the burdens borne in many instances.

THE MISSISSIPPI RIVER IMPROVEMENTS.

The House did an apparently strange thing the other day in sending the President's message on Mississippi river improvements to the committee on rivers and harbors instead of that on river improvements, but for once every thing seems to have worked with reference to the wishes of the bosses, with clock like precision, Mr. King chairman of the latter committee, is a fierce levee man, and Speaker Carlisle, though strongly in favor of river improvements, does not believe in levees except in cases absolutely necessary Mr. Willis, however, chairman of rivers and harbors, could be depended upon to carry out the speaker's views, as he was appointed for that purpose. He is said to be a man of even temperament and good sense, one that can be relied upon. There is a good deal of information for lake men in the undercurrent of this action. It is also apparent that while the Mississippi will be treated liberally, the river men are not going to be allowed to run riot on the government treasury. The upper river people are very much pleased over the out look. How the river and harbors of the lakes will come out under the control of Speaker Carlisle, a position in which this action clearly places them, remains to be seen.

DEATH OF CAPTAIN W. G. MARSHALL.

The Oswego Times gives the following incidents in the life of Captain Wm. G. Marshall who died at the residence of his sister on Grindstone Island on the 6th inst. at the age of 84 years and 6 months. In his early life Mr. Marshall commenced his career on the water by working on a boat running from Sackett's Harbor to Montreal. Subsequently he took a boat to run from Prescott to Montreal. In 1835 he went to Clayton and commenced sailing for E. G. Merick & Co., in the old war brig Oneida, from there he was transferred to the schooner Paul Jones, then he went in command of the new brig Manchester for a number years till he left the employ of Merick & Co. He was captain of several vessels on the lakes. One from Oswego, and the tug Gibralter of St. Catherines. He has not sailed since 1862. Since then he has lived with his children most of the time till within the past three years he has resided with his sister, Mrs. Johnson. Captain Marshall was one of the oldest lake and river captains and was a very healthy, rugged man and had buffed many hard storm on the lakes. He was well known with vessel men. For the past few years he was troubled with rheumatism, and was confined to his bed only a few days and died with erysipelas in the face.

MARINE ENGINEERS IN CONVENTION.

Special Correspondence Marine Record.

PITTSBURG, January 14.

The National Association of Marine Engineers convened on the 8th inst, in the Fulton building on Second avenue. About twenty-four delegates from all parts of the United States were present. Mr. W. E. Russell, of this city, welcomed the visitors in a short address, in which he said he hoped that their deliberaitions might be such as would further the interests of the order and give it a more national influence. Mr. James H. Reid, of Detroit Michigan, responded. He said he hoped their intercourse might be one of personal pleasure as well as profit.

The entire session was taken up in hearing reports. During the year there have been six new associations formed. The United States has been divided into nine districts, over each of which a dupity has been appointed, whose business it is to organize new branches and look after the interests of those in operation. They propose to petition Congress in regard to the license granted to boiler inspectors. The idea of the petition is to have Congress establish a Board of Inspectors in each city, whose business it is to look after and inquire into the cause of an explosion.

In connection with the order there is a Mutual Aid Society. An effort will be made at this meeting to increase the weekly indemnity fund, in case of accident to a member from what it now is. In the afternoon the society visited the steel works of Park Bros. & Co.

Thursday session was devoted to the consideration of the report of the Committee on Grievances. The committee came to an understanding regarding what action they should take in relation to petitioning Congress to pass such laws as will coerce the inspectors into a stricter observance of the inspection laws governing the issuing of license to pilots and engineers who are unworthy either by reasons of incapacity or intemperance. The engineers claim that to prevent incompetency in pilots and engineers is to lessen steamboat disasters, thereby increasing public confidence and enabling steamboats to earn a fair proportion of public patronage. The Association passed resolutions in support of Congressmen who by their voice and influence have aided them in their efforts.

The afternoon session was devoted to the consideration of the constitution. They passed a resolution that no association should set a standard of wages for its members.

The election of officers for 1884 resulted in William E. Russell, of Pittsburg, being elected President, C. C. Ransford, of Cincinnati, Vice President; R. Doty, of Cleveland, Treasurer; James H. Harris, of St. Louis, Secretary; and James H. Reid, of Detroit, Past President.

The annual ball and banquet of the Association was held at Lafayette Hall. About 200 ladies and gentlemen participated. Many of the delegates had brought their wives to Pittsburgh, and the members of the home lodge were all present with their wives and sweethearts too. For the time being they banished from their minds all thoughts of navigation on the great rivers, along the sea coasts or over the broad lakes, and gave themselves entirely up to the enjoyments of a social gathering. The grand march took place shortly after 9 o'clock, and after dancing had been carried on for two hours, supper was served.

IRON MARKET REPORT.

CLEVELAND, January 16.

A slight improvement in the tone of the markets, especially for immediate consumption, is noted since the opening of the new year. Some inquires are also being made for future delivery. We quote prices unchanged:

CHARCOAL PIG IRON.

No. 1 Lake Superior charcoal.....$23 00@25 00

No. 2 Lake Superior charcoal	23 00@25 00
Nos. 3 and 4 Lake Superior	23 00@26 00
Nos. 5 and 6 Lake Superior	23 00@25 00
Nos. 1, 2, 3, 4, 5, Salisbury	35 00@37 00
Southern Car Wheel	28 00@33 00

Reported by E. L. Harper & Co., Cincinnati.

The business of the week has been fairly active numerous liberal orders have been booked. Several large transactions go over unconsumated because of disinclination of certain furnaces to meet figures offered by buyers, leaving resolutely determined to pile their iron rather than sell at losing prices. The elements of the market are healthful. From reports there appear to be superfluous stocks of visible cereals, and the planted crop is in excellent condition. The car works, and agricultural implement makers anticipate and are preparing for an active business. Steel rails are in action demand, and an advance in prices is reported. The stock of crude iron is not large, and with ample confidence and an abundance of money a revival of traffic would be reasonably looked for, and a prosperous year indicated. The only feature of the uncertainty arises from apprehension of a tariff agitation which is insufficent to neutralize the substantial facts, and well grounded hopes for early good times.

We quote as prices current.

FOUNDRY.

Hanging Rock Charcoal No. 1	$22 50 to $23 50
Hanging Rock Charcoal No. 2	21 25 " 22 25
Strong Neutral Coke No. 1	19 00 " 20 00
" " " No. 2	18 00 " 19 00
American Scotch, No. 1	18 00 to 19 00

GREY FORGE.

Neutral Coke	$16 75 to $17 25
Cold Short	16 25 " 16 75

CAR WHEEL AND MALLEABLE.

Hanging Rock, strictly cold blast	$ 27 75
" " warm blast	24 00 " 24 50
Lake Superior "Vulcan" all grades	24 00 " 25 00
Southern Car Wheel, strictly cold blast	26 50 " 27 50

[*Concluded from 1st page.*]

With reference to vessels lost at an early period of lake history, it is a matter which cannot be complete for reasons already assigned. The first instance of a vessel foundering on Lake Ontario was the Washington in 1798, and all hands lost. This vessel was the first merchant vessel built above Niagara Falls, and was constructed at Elk Creek, above Erie, Pa. She was taken to Lake Ontario over the portage, a distance of nine miles between Chippewa, Canada, and Queenston, below the falls. Instances of vessels foundering have been rare, except in later years, for the reason that they were of small tonnage and could dodge into almost any inlet, which, during later years, could not be thought of.

In November, 1835, a terrific gale swept over the lakes, during which the schooner Comet, laden with hollow ware from Madison dock, on Lake Erie, went down with five lives. The schooner Bridget foundered in 1835 on Lake Michigan with nine lives. Schooner Lagrange, Captain Canchios, foundered on Lake Erie, and seven lives lost. Schooner Godolphin was wrecked at Dunkirk. During a terrible November gale on Lake Erie no less than thirteen lives were lost with the schooner Free Trader, a Canadian craft.

1837. Shooner Helen Marr, Captain Judah Ransom, foundered on Lake Erie with nine lives. Schooner Drift foundered on Lake Michigan. Schooner Utica, Captain Buckley, wrecked at Presque Isle, Lake Huron. The schooner Brandywine wrecked on Lake Erie.

1838. Schooner Eagle was wrecked at Elk Creek, Lake Erie. Schooner Robert Burns wrecked at Ashtabula. Schooner Saratoga wrecked nesr Conneaut, Lake Erie Schooner Toledo wecked at Grand river, Lake Erie. Schooner Ben Barton wrecked near Conneaut, Lake Erie. Schooner Lady of the Lake wrecked near Buffalo.

1841. Schooner Celeste foundered on Lake Erie with 8 lives. Schooner Post Boy foundered on Lake Michigan with 10 lives.

1843. Schooner South America foundered in Lake Erie with ten lives, Schooner Young Lyon foundered in Lake Erie with eight lives. Schooner Superior wrecked at Michigan City, Lake Michigan. Schooner J. L. King wrecked on Lake Erie. Schooner Equator wrecked on Lake Erie. Schooner H. M. Kenne wrecked on Lake Erie. The schooner Alabama wrecked at Fairport. Sloop Erie foundered on Lake Michigan with six lives.

1844. Schooner Wave wrecked on Lake Michigan with thirteen lives. Schooner Victory wrecked on Lake Michigan and five lives lost. Schooner Astor wrecked at Copper Harbor, Lake Superior.

The foregoing will be continued more definitely in future issues with other incidents of early lake marine. J. W. H.

BUFFALO.

Leopold & Austrian, proprietors of the Chicago & Lake Superior line of steamers, Tuesday bought of the Union Steamboat Company, the propeller Jay Gould for $35,000 cash. The Gould was built by the Union Drydock Company in 1869, and last season rated A2. She has a carrying capacity of about 10,000 tons on fourteen feet draught. It was understood that she is to take the place of the lost Manistee next season on Lake Superior. In that case she will likely be fitted up with passenger accommodations. The Gould is laid up at this port The purchase was made by Joseph Austrian, Who left for Chicago.

The Hebard & Tourbor Lumber Company, of Lake Superior, have bought of Fred Gooch, of Sandusky, the tug P. L. Johnson, for $12,000 cash. She was built in 1875 at Cleveland by Lafrinier. She measures 149 tons and rated A2 the past season. She will be used in connection with the extensive lumber business of her new owners in the vicinity of Pequaming. The steambarges Alpena and Huron City, owned by this company and wintering at Buffalo, were offered for sale. Should these be disposed of they intend to procure steamers of larger capacity.

WINDSOR.

The ferry boats are having a hard time of it. The ice is piled up in some places three and four feet high.

The boiler in the passenger ferry boat Fortune started to leak Tuesday, and she was obliged to lay up for repairs. The Excelsior will run in her place until she is ready to resume work.

The new transfer ferry for the Grand Trunk road will contain the machinery of the present ferry Michigan, which will go out of service. The hull will be taken to Windsor where the woodwork will be finished. It is said that the new ferry, although originally intended for the Detroit river, will be used as a transfer between Port Huron and Sarnia.

TOLEDO.

The Secretary of the Treasury has approved the appointment of Captain H. A. Brown to be inspector of customs at this port, vice Henry C. Roemer, suspended, thus indorsing Collector Battelle.

CHEBOYGAN.

Captain Todd Boynton, formerly of the steambarge Rhoda Stewart, has taken command of the steamer Algonmh until Captain Wells is well enough to resume command himself. She will come here when she reaches St. Ignace, and the present route be abandoned. The ice outside the harbor is about eight inches thick, and she would have no difficulty in making this harbor. She has now been fast in the ice eighteen days.

GSTON.

Captain Booth has purchased the tug Rambler for Mr. H. Neelon, of St. Catharines. The tug which will be used in canal towing, was bought from Mr. Gilmour, of Trenton, for $4,000. J. Haslip, of Garden Island, has been engaged to repair her boiler and put her in good condition.

BAILEY'S HARBOR.

It is thought that the Burroughs will be unable to get here from Milwaukee again this winter, unless the weather moderates and the ice which now covers the lake disappears or weakens so as to enable the boat to get through.

SANDUSKY.

William Old has commenced suit in the Common Pleas Court here against Valentine Fries, the Milan ship builder, for $10,000 damages for injuries sustained while Old was assisting in getting the schooner Golden Age down the Huron river. A windlass broke and the lever struck Old, fracturing his leg, breaking some of her ribs, and otherwise injuring him.

READING BY BUOYS.

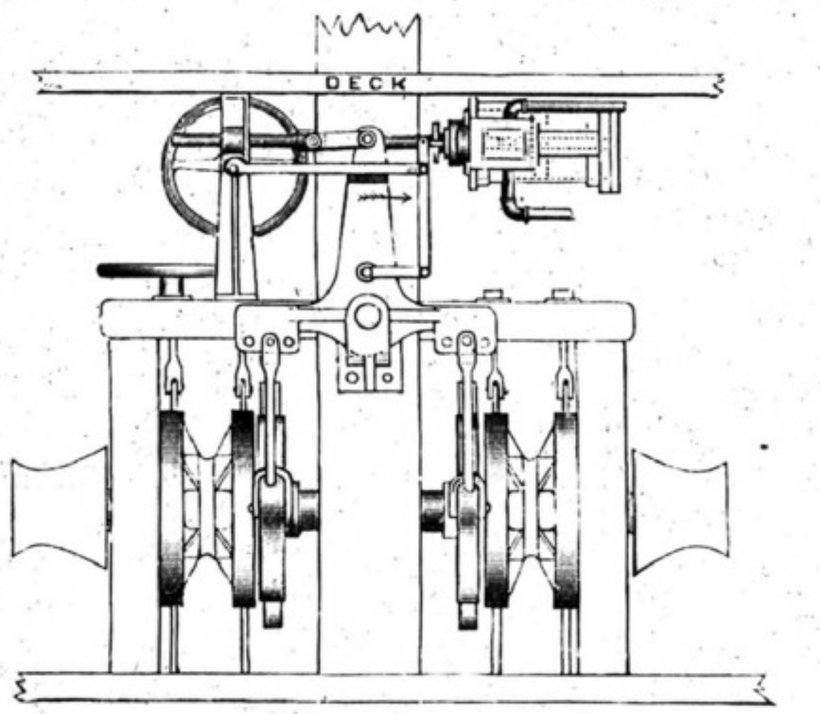
Says a well informed pilot: "When you enter any harbor in the world where the channel is marked by buoys you will find that those on your right as you pass in are painted red, and those on your left black. If you should see one painted in red and black horizontal bands the ship should run as close to it as possible, because that indicates the centre of a narrow channel. Buoys with red and black vertical stripes mark the ends of spits and the outer and inner ends of extensive reefs, where there is a channel on each side. When red and black checkers are painted on a buoy it marks either a rock in the open sea or an obstruction of small extent with a channel all around. If there are two such obstructions and a channel between them, the buoy on the right of you will have red and white checkers, and the one on your left will have black and white checkers. A green buoy will be placed on the sea side of any wreck obstructing a channel with the word wreck' plainly painted on it in white letters, provided there is a clear channel all around it. Otherwise an even number will be painted in white above the 'wreck' when the buoy is on the right word side of the channel, and an odd number if the buoy is on the left."

GLOBE IRON WORKS PATENT STEAM WINDLASS.

The development of the ship windlass on the lakes is a very correct exponent of the extension of business and improvement of vessels. The first was the log windlass, operated by handspikes with wooden pawl in wooden ratchet. Then came windlass rings and nippers, operated by a common beam. On account of iceing up of the rings the next improvement was ratchets on the rings surrounded by a shell with pawls to operate on ratchet. The full shell, not protecting the rings from ice, was dispensed with and a sectional one substituted in its place, as now in use on log windlasses. About this time, owing to the increase in tonnage, the wooden pawl and pawl ratchets were found undesirable and substituted by a cast iron ratchet barrel, and three cast iron pawls and pawl plates, and a further improvement was made by dispensing with the wooden journals in timber heads by inserting in the centre of the log wrought iron shafts working in cast iron boxes on the timber heads. The next great improvement was the introduction of the patent amazeen beam, which gave greater range of power, having three different speeds and corresponding powers. Owing to the introduction of steam, the increase of business and the low freights, larger vessels were required and, consequently, heavier anchors and chains had to be used, which necessitated a windlass that would overhaul its own chain and that would be more certain and simple in its operations. This requirement was met by the Globe Iron Works' spool windlass, and its advantages are that the power is applied by the same beam and brakes that were in common use on the ordinary log windlass, which is no inconsiderable advantage, as sailors had nothing new to learn, and the simplicity with which it works makes the lowering and getting in of ship's anchors in a heavy sea a very easy matter, it being so arranged as to take in one or both at once, or pay out one and take in the other. It consists of a forged iron shaft having babbited bearings in iron boxes on the pawl post and bits, the chains making a three-quarter turn in close fitting chain sheaves. They are thrown into and out of gear by inserting or withdrawing a wrought iron plug in the sheaves. Both sides of each sheave are provided with friction breaks adjusted by screw and hand wheel, each brake of sufficient strength to part the cable. Owing to the small crews carried upon steambarges it has been found necessary to operate the windlasses by steam. This has been accomplished by the patent device of the Globe Iron Works, the subject of our illustration, consisting of a steam cylinder with a similar valve motion to the steam reverse engine now universally adopted by the Globe Iron Works on their compound marine engines. It is applied to the ordinary amazeen beam by the addition of a vertical arm, connected to the piston rod of the cylinder, whose valves are operated by a hand wheel, which alteration does not interfere with the successful operation of the ordinary hand brakes. This arrangement has been applied to the steambarge D. Leuty and has given perfect satisfaction, Captain John Pringle having taken in his large anchor and fifty fathoms of chain, with two boats in tow, in the short space of twenty minutes. In fact, Captain Pringle says the introduction of this device saves the vessel the cost of two hands. In all probability the Globe Iron Works will turn out a number of these steam attachments for the coming spring.

The Globe Iron Works feel it encumbent upon them to express their indebtedness to Captain George Stone, of Bradley's Line, Cleveland, and Captain George McKay, of the Cleveland Transportation Company, who called their attention to the great advantage which would be gained by a spool windlass operated by the ordinary amazeen beam and brakes, also to Captain John Pringle of Marine City, for insisting that they should apply steam to this windlass.

Mr. J. F. Pankhurst, of the Globe Iron Works, has the credit of designing the spool windlass with brake attachment and is the patentee of the steam attachment to the same windlass.



GLOBE IRON WORKS' PATENT STEAM WINDLASS.

FROZEN TO DEATH.

The details of a very sad occurrence reached the city on the 9th inst. William and John Shercock, two fine young men of Howe Island, went to Clayton, via the ice, to make a payment on a schooner which they bought there recently. They remained over night at that port and started for home late the next morning. About an hour after they left the American shore the recent heavy snow storm came on and it was so blinding that they were unable to see where they were going, and finally they lost their way. After wandering about till darkness came on they became separated, and then sank in the snow exhausted. When morning broke John, who had dug a hole in a snow bank and creeping into it remained there all night, saw that he was about 100 yards from a house which is on the shore of Grindstone Island, and he crawled from his cold bed and managed to attract the attention of the inmates of the house, who went out upon the ice and took him in charge. The poor fellow's feet, and legs above the ankles, his hands and a portion of his neck were badly frozen. It is said that his feet and hands dropped off in the house. He told a pitiful tale about their wandering; how that William left him to go a little to one side to look for tracks and never made his appearance again. He called loudly but there was no response. The report of the sad affair spread around the country and a search for the missing man was at once instituted and continued for days without success. On the 10th the body of William Shercock was found frozen stiff. The wind had removed a portion of the snow off the shoulder and by this means the corpse was discovered. The body was found by Low Church, of Gananoque, after a most diligent search, and taken to Shercock's late home on Howe Island, to which place John had been taken also. It is doubtful when the latter will recover, as he suffered terribly while lying in the hole in the snow over night. It is seldom that it falls to our lot to chronicle such heartrending circumstances as those above narrated. The young men were honest and industrious, and having saved some money purchased a small craft, which they intended to sail next summer. The affair has thrown a gloom over Howe Island. —*Kingston News.*

STUDY THE SUBJECT

There is probably no question before the country of which more is heard or less is understood than that relating to shipping. Everybody feels competent to discuss it, but few really push their inquiries far. It is known that our shipping is departing, which is felt to be a great loss, but as to a full and complete discussion concerning the causes of this, the necessity of replacing our shipping and the means best adapted to that end, there is no sign. General knowledge upon the subject is of the most superficial kind. False statements have been the basis for arguments weak in themselves, and wholly bad owing to their foundation. The actual situation is so badly seen, the merits of the controversy so little understood, that great numbers of people have a vague idea that this shipping matter is governed by laws of its own, and that it can be settled immediately and off-hand by some bold stroke of legislation. Congress is the wizard and at command, presto! the American merchant fleet can be doubled, trebled. This subject excites no great enthusiasm. It creates no great anxiety. It has simply become one of those questions which a few persons earnestly study, but which the many willingly leave to time and Congress for settlement. Time is an indefinite factor and Congress bas decidedly left the case in the hands of time. It has been as indifferent as the rest of the country. This happy confidence in the future might be approved if shipping were not a necessity so our permanent prosperity, but as its value is incontestable, as its necessity for us becomes every day more apparent, it is only too obvious that something more than a blind reliance on the future is needed.

This subject has never been fairly, honestly and fully presented to the people. Here and there, men who regard the welfare of the country before their own, have endeavored to give a true outline of the question. Here and there newspapers give honest statements concerning it, and those who believe in free trade urge that this question be settled with regard only to the public good. Unfortunately, however, the matter has generally been placed before the public in a false light by a class of men whose chief object is their own aggrandizement. It is represented that unless certain wild and pernicious schemes are supported, the shipbuilding industry, upon which, it is constantly reiterated, is forever based, any success that we may atttain upon the seas, will be irretrievably ruined and with it will depart the last vestage of our shipping. Such statements are sent broadcast throughout the country. Specious arguments put forth to show how the ruin of one industry (shipbuilding) is intended are kept in constant circulation, while the causes for the declining condition of a more important one (shipowning) are seldom, or never mentioned. Editors who know nothing of the subject and evidently care less to study it, are content to accept all this trash as gospel, for many an editoreal have we seen that is simply a rehash of false statements and bad arguments. The readers of these effusions have evidently accepted them literally. Newspapers have discussed the subject as if our shipping were always in American waters and never had to compete with foreigners in neutral markets. Hosts of people, content to accept such views, and finding Congress inattentive, have not thought the matter worth further investigation, and the result of this course has been that there is nothing, concerning which the public are so ignorant and so wholly misunderstand, as the condition and wants of our shipping.

It is no time to deplore this. A thorough knowledge of the full merits of this question by the public generally will do more to bring about a quick settlement of it than any other means. The best work those interested in these matters can do is to spread honest statements of the case throughout the land. Give every man all the facts and let him study the subject as one in which he is vitally interested. Let him think out his own theory of reform and our word for it, he will be found advocating the greatest liberty for the ship owner. Manufacturers in the East, planters and shippers South, farmers West, hear of the panaceas "Free Ships," "Subsidies," "Protection," but before they look into these they should know exactly how the shipowner is situated, what he has to contend with, where and with whom he has to compete, before they can honestly decide upon his case. These men have not studied the question, their representatives in Congress have not studied it. They have, with a confidence almost child like, taken as gospel what interested parties have told them. Let them in future ask for facts, full statements, verify these and then give this subject of the rehabilitation of our shipping, the same thought and attention that they would were it one in which they were personally interested and their future welfare involved.—*Maritime Register.*

THE PANAMA CANAL.

It was generally supposed that the Panama Canal would be at the sea level, and that the surface would be as unbroken as a river from one ocean to the other. At the International Canal Congress in Paris the impression was given that the Panama waterway would at least resemble that at Suez, in being without locks or any other interruptions, and it was understood that this opinion was based upon surveys made by Lieutenant Bonaparte Wyse and others.

Mr. Dingler, the Chief Engineer of the Panama Canal Company, has laid a report before the Superior Works Committee at Paris which dispels all illusions on this score. Mr. Dinger proposes that the canal should terminate at Panama in "three branches, each furnished with a lock chamber, capable of containing a vessel 180 meters long, one branch to be used by vessels entering the canal, the second for ships passing out into the ocean, and the third to be employed when one or the other of the entrances may be under repair."

Mr. Dingler admits in brief, at this late day, that the variation between the sea level at Panama and Colon renders it impracticable to construct the canal on a level with either the Panama or the Colon side. He points out that the average variation between high and low water at Panama is four meters, and that sometimes the difference is no less than six, while on the Atlantic side the variation is not more than sixtenths of a metre. Mr. Dingler concedes that the canal would be submerged by the tides if it were built on a level with low water at Panama, and that a great slope would have to be constructed at immense cost to Colon, while if the canal were to be cut on the Atlantic level there would be a powerful, unmanageable current from the Pacific side. The slope alone from Panama to Colon, Mr. Dingler says, would cost $9,000,000, while the lock chambers could be constructed for $2,300,000. He contends that a lock at the Panama end is needed in any case. He submitted these conclusions to the consulting engineers who form the "Superior Committee," and they unanimously accepted them.

Mr. Daingler's plan also contemplates the construction of a port at Panama, which is to be a work of enormous extent. He proposes that for nearly three miles and a half the canal shall be at least 160 meters or 176 yards wide, that in order that vessels coming and going "may take up their positions on each side of the canal, and still leave a clear passage in the middle of at least 100 meters. At the Colon a breakwater is to be constructed and the waters from the rivers which would follow into the main canal is to be taken to the sea in fresh water canals, while an immense reservoir is to be built in the upper valley of the Chagres in order to avert the danger of floods during heavy rains.

Mr. Dingler's report confirms strongly the position which Mr. Francisco de Garay, the eminent Mexican engineer held at the Paris Congress, when in the face of much opposition he dwelt on the disadvantages of the Panama route and called for further investigation. It is to be hoped that Mr. De Lesseps' impetuosity and obstinacy will not result either in absolute failure or in the construction of a canal which would be too costly to be of any real service to commerce.

CANADA'S NEW MARINE LAW.

The new law which went into effect on January 1, requiring that a candidate for master or mate for a Canadian vessel must pass through an examination, is attracting considerable attention among marine men. After January 1st no vessel of over 100 tons burden will be permitted to clear without carrying a certified master, and, if over 200 tons and carrying forty passengers, she must have a certified mate also.

The law will not affect those who were in command or acting as mates prior to January 1, 1883, as in their case a certificate of service from employers will entitle them to one from the examiners, provided they can pass the color test. Certificates once granted can be canceled for unseamanlike conduct, drunkenness, afloat or ashore, while in the charge of a vessel, and other misdemeanors that may be brought before the notice of a collector of customs or minister of marine.

A fee of $8 will be charged candidates for examination, and $4 for those showing certificates of service as masters, while mates will be charged $4 and $2 respectively. Certificates will be granted for those navigating Eastern waters below Montreal, those on the great inland lakes, and those on minor rivers and lakes. Those wishing to qualify for any one or all of these routes can do so, but when coasting is intended, thorough knowledge of all lights, etc., on the road is required.

Certificates will be granted for steam vessels, for sailing vessels, or for both Ferryboats under 100 tons burden do not require certified masters, no matter what the passenger capacity may be.

A mate must be 19 years of age, and have served two years at sea. He will have to pass a very rigid examination as to seamanship.

A master must be 21 years of age and have been three years at sea, one of which he must have been mate, and he must know the principle lights upon the great inland waters. He will be required to explain how he would lay out an anchor in case of stranding, and be able to rig a temporary rudder should the steering apparatus become disabled.

Testimonials of character and of sobriety, experience, ability and good conduct on board ship will be required of all applicants, and without producing them no person will be examined.

The maritime provinces are urging the establishment of a winter port for the Canadian Pacific at St. John's or Halifax, and a delegation from the latter place will visit Ottawa to urge the government to interfere in their favor, and compel the Canadian Pacific to go there instead of Portland, or to any United States port.

A MARINE CURIOSITY.

A reporter of the States, New Orleans, repaired to the levee at the head of Bienville street, by invitation of Captain Sam Moore, the owner of the little steam launch Harry Channon, a wee thing with wonderful power.

The little vessel is 30 feet long seven feet beam, depth of hold three and a half feet, and carries an engine of six horse power and a propeller wheel of 28 inches in diameter, which is driven at the rate of about 200 revolutions per minute. The speed of this little craft is nine miles per hour in calm water.

Captain Moore had his little launch built in Chicago, and with it as a tug boat, brought to this city, through the Illinois and Michigan canal, from Chicago to La Salle, and thence by the Illinois river to the Mississippi, and from there here, a schooner yacht and large sailboat.

Being somewhat conversant with such things, the reporter does not hesitate to say that the little vessel is a marine, as well as a mechanical curiosity.

The reporter was kindly received on board by Captain Moore, introduced to his wife, and enjoyed a ride from Canal street to Algiers, crossing the river in just eight minutes, from the head of Bienville street to the Morgan wharf.

Captain Moore has also with him a beautiful two-masted, schooner-rigged yacht, which is a wonder in showing how nicely mechanics can put things together, and how human ingenuity can put cook-houses, parlors, dining rooms and sleeping apartments, all in such small space, and yet each separate.

The yacht is beyond doubt the finest one that has ever been seen at our levee, and this reporter would like to go fishing in her. There is room and berths for sleeping, sufficient to accommodate twelve persons, and yet leave space for a little game of "draw," and keep the cooking stove going at the same time.

If any of our enterprising merchants think of building a nice yacht, for either travel or pleasure, they are advised to go and see the Morning Star, now lying at the levee in Algiers.

REPORT OF THE NEW YORK PILOT COMMISSIONERS.

The New York Pilot Commissioners on January 2d, completed their annual report to the Legislature. Of 133 licensed pilots there are 129 in active service, three partially incapacitated by age and ill health, and one suspended for defective vision. Five pilots were drowned on the Columbia, one other was drowned at sea, and three died on shore last year. There are nineteen boats in the service, and two were run down by steamships at sea and wrecked. The by-law prohibiting the use of steam pilot-boats has been revoked, but the majority of pilots object to them because of the increased cost of running them.

The Commissioners advise the pilots to agree with the ship-owners for a reduction of pilotage.

The number of vessels piloted in and out of New York was 6,723, and the gross amount of pilotage received was $551,858.21. This shows a reduction as compared with 1882, of 328 vessels and $19,709.04 in fees, the reduction being due largely to an increase in the capacity of vessels. Much valuable service has been rendered by some of the pilot boats in supplying vessels with provisions at sea, Pilot boat No. 20 having succored no less than twelve. Twenty-eight sunken vessels in the bay and rivers have been removed. The street cleaning department has generally complied with the law in dumping the street refuse beyond the limits of the harbor, but the depositing of dredgings in the channels has continued. The evil has reached such proportions that with the means at the disposal of the board, it is impossible to do more than slightly check it. It is recommended that steps be at once taken to secure vigorous action by the Federal Government before serious damage is done to the channels of the harbor.

The report of the treasurer shows that excluding the balance on hand on January 1, 1882, of $2,465.89, the receipts were $14,466.13, expenses, $13,604.17; balance on hand, including securities $23,761.96.

Cross, the agent who represented the interests of the government in the $5,000,000 supposed to be in the wreck of the British ship Hussar at the bottom of the East river, and Bean, of New York, who advanced the money to carry on the search for the treasure, had an interview, with the Solicitor of the Treasury to-day. They filed affidavits setting forth that Thomas, the contractor engaged in the work, is not prosecuting it with proper energy, thus neglecting the interests of the government and involving the promoters of the enterprise with heavy and unnecessary expenses. The Solicitor told the complainants he would ask Thomas for a statement of his side of the case, and lay the matter before Secretary Folger. Solicitor Raynor believes that there is a probability of the recovery of the treasure.

THE WRECKED ADRIANNA.

Particulars of the sufferings of the crew of the wrecked schooner Adrianna have been received. The captain mistook the light at Block Island for that of Point Judith. The schooner was driven through the water at great speed, when the cry of "breakers ahead" was heard. They were then in the outer edge of the surf, and the captain had but time to call to his men to leap into the rigging and get there himself when the vessel struck, and the waves immediately broke across her, throwing spray, which froze wherever it struck, nearly up to the crosstrees. The crew consisted of the captain, mate, cook, and one sailor. The vessel stuck at 11 p. m. The captain and sailor had warm clothes, but the mate and cook were thinly clad. The mate probably thought it unnecessary to lash himself to the rigging, and becoming chilled he fell from his position, struck the ice-filled mainsail and was doubtless instantly killed. The cook was frozen to death in less than an hour. Several islanders saw the wreck about daybrek and went out to her in a yawl. After lowering the two survivors into the boat they secured the bodies of the mate and cook and buried them.—*Newport dispatch to the Inter Ocean.*

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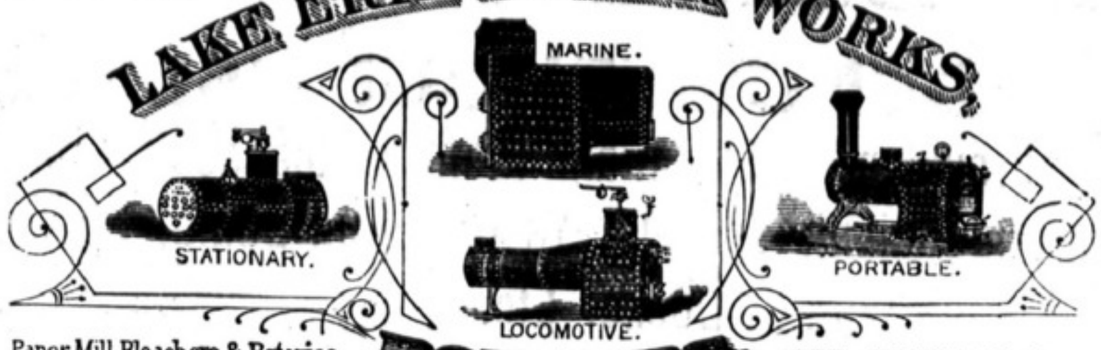

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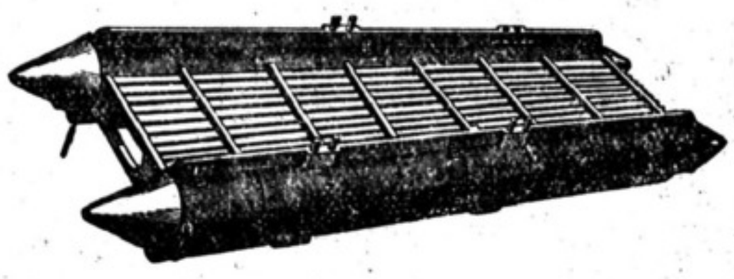

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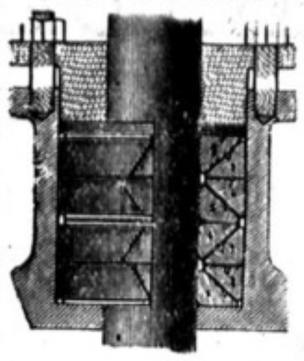

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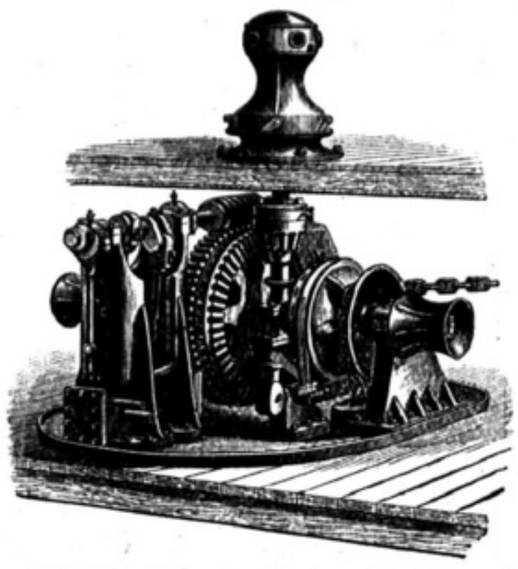

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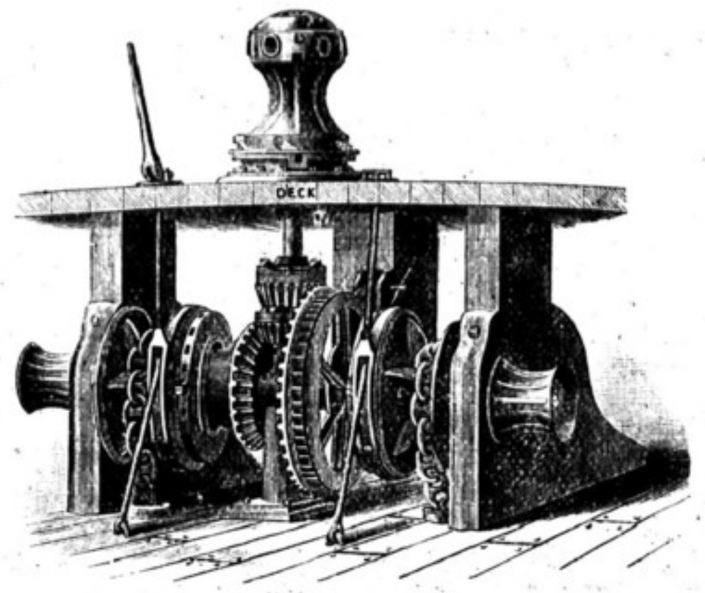

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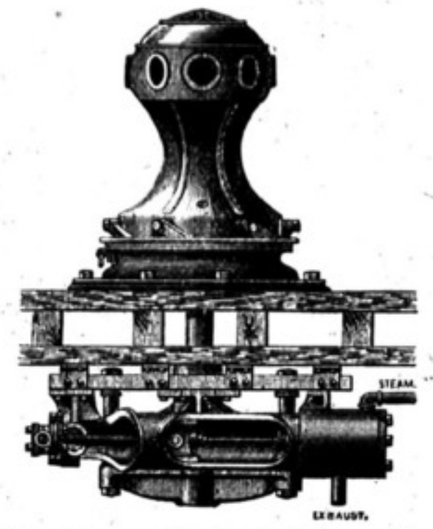

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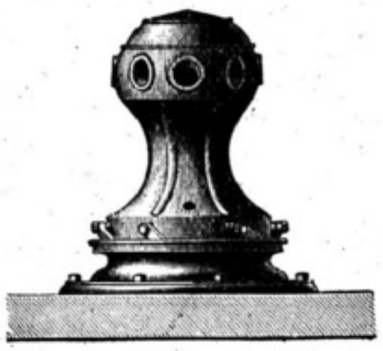

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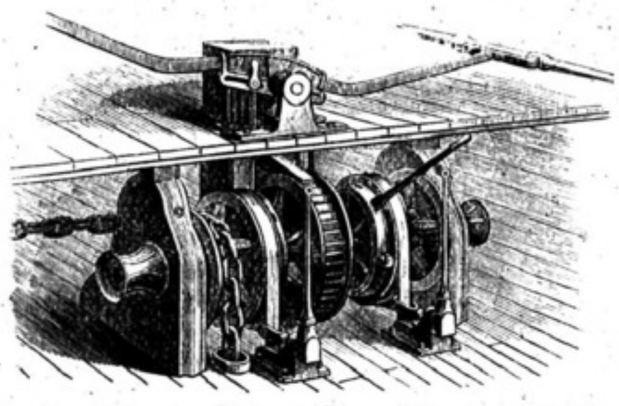

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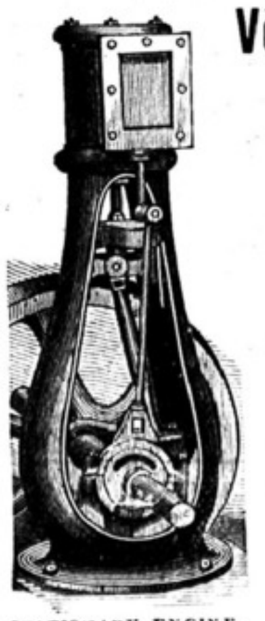

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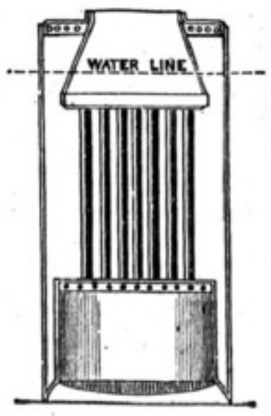

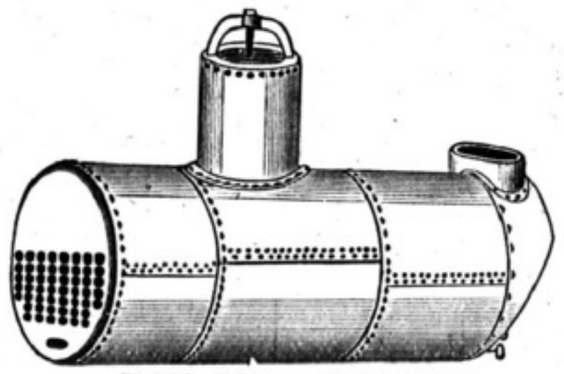

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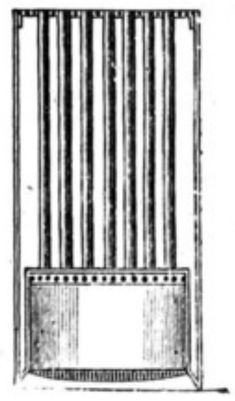

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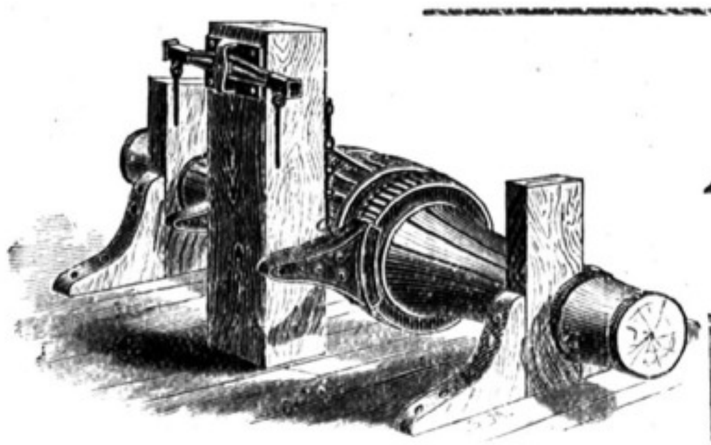

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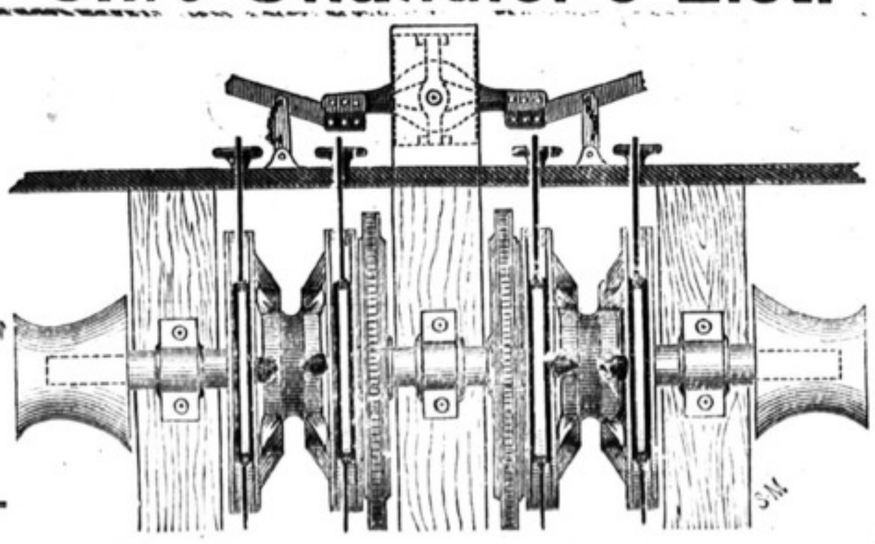
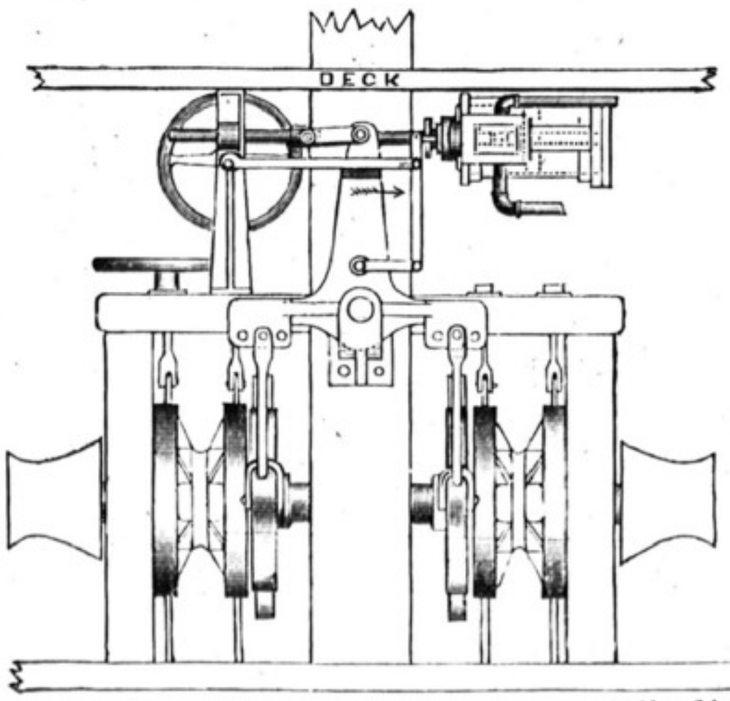


The Common Patent Windlass.



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